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CBO SUPPORTS AIRSPACE MODERNIZATION, BUT WARNS OF POTENTIAL PROBLEMS

The director of the Congressional Budget Office last week said FAA's proposed multi-billion dollar airspace modernization program "offers the nation a sound economic investment," but warned that major structural changes will be required within FAA to keep the program cost effective.

CBO Director Alice Rivlin told the House subcommittee on transportation appropriations the modernization program is long overdue. However, she noted that FAA's estimates of cost savings from the plan depend heavily on reducing operating and maintenance costs through facility consolidation and staff reductions. Rivlin said the present 25 enroute centers and 188 airport approach facilities "would be consolidated into about 30 facilities by the year 2000. In addition, the 317 flight service stations would be reduced to 61" in the same time frame. Staffing would be reduced accordingly, from the authorized level of 37,122 in 1983 to 30,200 in 1985 and to 24,200 by the turn of the century.

Rivlin said the major cost of the modernization program—$10.7 billion in 1982 dollars—represents about 83 percent of total costs, including federal investment in computer hardware and software improvements and related expenses. The remaining 17 percent represents investment expense for airline and general aviation users who would need to purchase compatible cockpit equipment. Rivlin said FAA estimates its modernization plan would save the federal government $25 billion between 1982 and 2000 with another $12 billion accruing to the airline and general aviation users in the form of lower operating costs and reduced delays.

The savings projected by FAA, however, "depend critically upon the closure of hundreds of manned facilities, and a reduction of 14,800 in the number of FAA employes, or 40 percent of the authorized work force level," Rivlin said. She noted that "such changes have encountered opposition in the past in the Congress and among labor and aviation groups. If this reluctance delayed the changes this time by as much as five years, the project overall would still be worthwhile . . . (but) if reluctance to make organizational changes wiped out half the total projected savings in operating costs, then the FAA would actually lose money by implementing the plan."

Members of Congress have opposed FSS consolidation in the past when such proposals threatened the loss of relatively high-paying FAA jobs in their districts. Aircraft Owners and Pilots Association recently sent a letter to DOT Secretary Elizabeth Dole noting the organization's opposition to consolidation of existing FSS facilities in 61 locations *(BA, March 28/99).*

HELMS SAYS GAO REPORT ON AIRCRAFT USE IS FULL OF ERRORS

A just-released General Accounting Office report, which charged that Federal Aviation Administrator J. Lynn Helms and his staff misused government aircraft for personal reasons and that 71 percent of the agency's pilots are not sufficiently trained, "is so replete with errors, omissions, inaccuracies and inadequacies" that FAA will need about a month to respond to the document, Helms told a House subcommittee last week.

Under questioning by members of the transportation appropriations panel at a hearing on FAA's fiscal 1984 budget, Helms attacked GAO allegations that he and his family, as well as FAA employes, had wasted

(Continued on the following page)

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BUSINESS/PERSONAL AIRCRAFT INDUSTRY – MARCH UNIT SHIPMENTS

		March 83	Cal. Year	Fisc.† Year
BEECH AIRCRAFT CORP.				
• Single-Engine				
BE-77	Skipper	0	0	2
BE-C23	Sundowner	2	3	7
BE-C24R	Sierra	0	1	7
BE-F33A	Bonanza	4	5	10
BE-V35B	Bonanza	1	3	4
BE-A36	Bonanza	5	12	25
BE-B36TC	Bonanza	6	13	22
• Multi-Engine				
BE-B55	Baron	2	3	3
BE-E55	Baron	0	0	3
BE-58	Baron	4	7	17
BE-58TC	Baron	0	1	1
BE-58P	Baron	2	5	18
BE-76	Duchess	0	0	1
BE-B60	Duke	1	3	4
BE-C99	Airliner	2	2	3
BE-C90-1	King Air	3	7	15
BE-F90	King Air	1	4	9
BE-B100	King Air	1	1	2
BE-200	Super King Air	5	10	28
BE-200C	Super King Air	0	1	1
BE-200T	Super King Air	0	0	1
TOTAL		39	81	183
Manufacturers net billing - $20,881,609				
BRITISH AEROSPACE				
• Multi-Engine				
HS-125-700	Model A	1	1	5
HS-125-700	Model B	2	4	7
TOTAL		3	5	12
BRITTEN-NORMAN (Bembridge) LTD				
• Multi-Engine				
BN-2	Islander	0	0	5
BN-2T	Islander	1	1	2
Mark III	Trislander	0	0	0
TOTAL		1	1	7
CESSNA AIRCRAFT CO.				
• Single-Engine				
CE-152		14	47	90
CE-A152	Aerobat	0	0	2
CE-172	Skyhawk	8	52	97
CE-172	Cutlass	3	7	7
CE-172RG	Cutlass	4	13	31
CE-180	Skywagon	0	0	0
CE-182	Skylane	5	12	42
CE-122	Turbo Skylane	0	2	5
CE-182RG	Skylane RG	1	9	16
CE-182RG	Turbo Skylane RG	1	4	11
CE-185	Skywagon	6	9	17
CE-U206	Stationair 6	4	20	33
CE-TU206	Turbo Stationair 6	9	21	36
CE-208	Stationair 8	2	4	7
CE-TU208	Turbo Stationair 8	0	0	0
CE-210	Centurion	0	1	9
CE-T210	Turbo Centurion	3	16	32
CE-P210	Pressurized Centurion	0	7	13
CE-188	AgHusky	3	8	13
CE-188	AgTruck	1	2	7
• Multi-Engine				
CE-303	Crusader	7	17	35
CE-310		0	0	0
CE-T310		0	0	0
CE-335		0	1	1
CE-340		2	5	9
CE-402		2	6	12
CE-404	Titan	0	0	2
CE-414	Chancellor	0	1	6
CE-421	Golden Eagle	1	3	8
CE-425	Conquest I	4	11	24
CE-441	Conquest II	2	8	15
CE-500	Citation I	0	2	11
CE-550	Citation II	3	10	32
CE-650	Citation III	1	2	2
CESSNA/REIMS AVIATION				
• Single-Engine				
CE-F152		1	4	10
CE-F152	Aerobat	0	0	1
CE-F172	Skyhawk	0	0	7
CE-FR172	Hawk XP	0	0	0
CE-F182	Skylane	0	0	0
CE-F182RG	Skylane RG	0	0	0
TOTAL		87	306	643
Manufacturers net billing - $27,664,833				

		March 83	Cal. Year	Fisc.† Year
AVIONS-MARCEL DASSAULT				
• Multi-Engine				
AD-My.10	Falcon	0	1	3
AD-My.20	Falcon	0	0	1
AD-My.200	Falcon	1	1	1
AD-My.50	Falcon	1	5	23
TOTAL		2	7	28
EMBRAER				
• Single-Engine				
EMB-200		0	0	0
EMB-201	Ipanema	3	6	10
EMB-710	Carioca (PA-28-235 Dakota)	0	2	2
EMB-711	Corisco (PA-28RT-201 Arrow)	0	1	1
EMB-712	Tupi (PA-28-181 Archer II)	1	1	1
EMB-720	Minuano (PA-32-310 Saratoga)	0	0	1
EMB-721	Sertanejo(PA-32R-301 Saratoga)	0	0	2
• Multi-Engine				
EMB-110	Bandeirante	0	2	9
EMB-121	Xingu	1	1	4
EMB-810D	Seneca II	5	12	28
EMB-820	Chieftain	0	0	0
TOTAL		10	25	58
FAIRCHILD AIRCRAFT CORP.				
• Multi-Engine				
Metro IIA		0	0	2
Metro III		2	4	16
Merlin III-C		0	0	0
Merlin IV-C		0	0	5
TOTAL		2	4	23
Manufacturers net billing - $3,978,000				
(Exports: 1 Metro III to West Germany)				
GATES-LEARJET				
• Multi-Engine				
LR-25D		0	0	3
LR-35A		1	1	10
LR-36A		0	2	2
LR-55		3	4	20
TOTAL		4	7	35
(Exports: 1 LR-55 to West Germany)				
GULFSTREAM AEROSPACE				
• Single-Engine				
GR-164	Agcat	0	0	1
• Multi-Engine				
G-47	Cougar	0	0	0
GR-1159A	Gulfstream III	3	6	20
AE-840	Turbo Commander	1	4	6
AE-900	Commander 900	4	4	8
AE-980		0	0	1
AE-1000		0	2	11
TOTAL		8	16	47
Manufacturers net billing - $36,031,000				
(Exports: 1 Commander 900 to West Germany and Philippines)				
ISRAEL AIRCRAFT INDUSTRIES				
• Multi-Engine				
1124	Westwind	1	2	2
TOTAL		1	2	2
LAKE AIRCRAFT				
• Single-Engine				
LA-4-200	Buccaneer	4	6	14
TOTAL		4	6	14
Manufacturers net billing - $397,000				
MAULE AIRCRAFT				
• Single-Engine				
M-5-180C		1	1	3
M-5-200		0	0	1
M-5-235C	Lunar Rocket	1	2	3
M-6-235		1	5	10
TOTAL		3	8	17
Manufacturers net billing - $114,430				
MITSUBISHI				
• Multi-Engine				
Solitaire		0	0	0
Marquise		0	2	11
Diamond		6	10	23
TOTAL		6	12	34
(Exports: 1 Diamond to Canada, Finland, Australia)				
MOONEY AIRCRAFT CORP.				
• Single-Engine				
M-20J	201	6	19	39
M-20K	231	6	13	44
TOTAL		12	32	83
(Exports: 1 M-20K to Switzerland)				

		March 83	Cal. Year	Fisc.† Year
PIPER AIRCRAFT CORP.				
• Single-Engine				
PA-18-150	Super Cub	0	0	33
PA-38-112	Tomahawk	0	6	13
PA-28-161	Warrior	13	34	63
PA-28-181	Archer II	10	25	54
PA-28-236	Dakota	4	10	17
PA-28RT-201	Arrow IV	0	0	4
PA-28RT-201T	Turbo Arrow IV	2	9	27
PA-32-301	Saratoga	4	7	18
PA-32-301T	Turbo Saratoga	1	4	6
PA-32R-301	Saratoga SP	3	6	15
PA-32R-301T	Turbo Saratoga SP	6	11	21
PA-36-375	Pawnee Brave	0	10	42
• Multi-Engine				
PA-23-250	Aztec	0	0	0
PA-31-310	Navajo	0	0	2
PA-31-325	Navajo C/R	2	3	6
PA-31-350	Chieftain	3	14	27
PA-31T-501T	Cheyenne I	1	2	7
PA-31T-620	Cheyenne II	0	6	8
PA-31T2-620	Cheyenne II XL	2	4	7
PA-42-720	Cheyenne III	1	1	8
PA-34-200T	Seneca II	0	0	0
PA-34-220T	Seneca III	10	30	59
PA-44-180	Seminole	0	0	0
PA-44-180T	Turbo Seminole	0	0	1
PA-600A	Aerostar	0	0	0
PA-601B	Aerostar	1	1	1
PA-601P	Aerostar	0	0	0
PA-602P	Aerostar	1	8	12
PA-T1020		0	0	1
PA-T1040		0	1	7
TOTAL		64	192	459

Manufacturers net billing - $11,106,100

		March 83	Cal. Year	Fisc.† Year
ROCKWELL INTERNATIONAL				
• Multi-Engine				
NA-65	Sabreliner	0	0	0
Model 60		0	1	1
TOTAL		0	1	1
SHORT BROTHERS LTD.				
• Multi-Engine				
SBJ-CS-7	Skyvan	*	0	0
SD-3-30		*	0	0
SD-3-60		*	4	7
TOTAL		*	4	7
SINGLE-ENGINE		149	453	1,008
MULTI-ENGINE		97	256	645
GRAND-TOTAL		246	709	1,653

UNIT SHIPMENTS COMPARATIVE TREND: 18 MANUFACTURERS

	March			Cal. Year to Date			Fisc. Year to Date§		
	1983	1982	1981	1983	1982	1981	1983	1982	1981
Beech	39	72	131	81	197	329	183	475	660
British Aerospace	3	1	5	5	6	9	12	17	19
Britten-Norman	1	2	3	1	8	7	7	16	21
Cessna	87	286	469	306	726	1,149	643	1,652	2,726
Dassault	2	8	10	7	24	23	28	41	45
Embraer	10(4)	11(4)	18(6)	25(9)	52(18)	65(32)	58(23)	100(35)	164(66)
Enstrom	*	*	4	*	*	14	*	*	26
Fairchild	2	7	9	4	18	14	23	54	35
Gates	4	14	12	7	26	24	35	70	62
Gulfstream	8	8	28	16	17	81	47	58	174
Israel	1	*	2	2	*	6	2	*	16
Lake	4	0	3	6	3	10	14	13	26
Maule	3	5	2	8	9	9	17	16	19
Mitsubishi	6	3	*	12	5	4	34	17	14
Mooney	12	18	29	32	59	70	83	131	144
Piper	64	131	289	192	312	683	459	781	1,307
Rockwell	0	0	6	1	0	11	1	2	19
Short	*	0	0	4	0	0	7	0	5
TOTALS	240	559	1,008	693	1,428	2,475	1,618	3,378	5,384

Parentheses show actual Embraer deliveries, not including aircraft kits.

* Figures are not available from the manufacturer.
§ Fiscal Year: Oct. 1 through Sept. 30.